THE CANADIAN AEROPHILATELIST

QUARTERLY JOURNAL OF THE CANADIAN AEROPHILATELIC SOCIETY

December 2022 No. 133

IN THIS ISSUE:

HIGHLIGHTS INCLUDE:

- **AMCN2 HAS BEEN PUBLISHED!**
- **The Centennial Flight of a Century-old Envelope**
- **A puzzling First Flight Cover franked 1 cent**
- **NEXT ZOOM MEETING – See Page 2**

AND MUCH MORE!



AVAILABLE IN A FULL COLOUR PDF

This full colour edition is available as an emailable PDF file.
Email Brian Wolfenden at **bjnepean@trytel.com** to be added to the E-mailing list.

Volume XXXVIII, Number 4

Royal Philatelic Society of Canada – Chapter No. 187
American Philatelic Society - Affiliate No. 189
FISA (Fédération internationale des sociétés aerophilatéliques) – Club Member
WEBSITE – www.aerophilately.ca

Editor: Chris Hargreaves, 4060 Bath Road
Kingston, Ontario K7M 4Y4
Tel. 613 389 8993

Anybody who wants to copy an item from this newsletter is welcome to do so. - Please acknowledge The Canadian Aerophilatelist as the source, and send a copy of any complication in which the reprinted material appears the editor.

EXECUTIVE COMMITTEE AND RESPONSIBILITIES

President: Steve Johnson, 1230 Sanford Street – Apt. 19, London, ON, N5V 2J7 Tel: 226 927 2732 steverman@rogers.com
Vice-President: Tony Hine, 155 Chaplin Crescent, Toronto, ON, M5P 1B1, Tel: 647 519 1442, tonyhn6@gmail.com
Secretary-Treasurer: Brian Wolfden, 203A Woodfield Drive, Nepean, ON, K2G 4P2, Tel: 613 226 2045 bjnepean@trytel.com
Western Chapter Representative: Dave Bartlet, 1955 - 9th Avenue NW, Calgary, Alberta T2N 4N3 Tel: 403 289 9680 dave.bartlet@shaw.ca

Members at large:
David Crotty, P.O. Box 16115, Ludlow, KY, U.S.A. 41016-0115, Tel: 859 360 0676, decrotty@yahoo.com
Walter Herdzik, 104 Cantrell Dr. S.W., Calgary, AB, T2W 2M6, Tel: 403 238 7845, herdzikw@shaw.ca
Sandy Freeman, 161-900 Arbour Lake Rd. N.W., Calgary, AB, T3G 5J1, Tel: 403 241 9280, freemangs@shaw.ca
Tom Reyman, 2943 N 82nd St., Scottsdale, Arizona, U.S.A. 85251, Tel: 602 389 4804, tgraz356@msn.com
Gord Mallett, #202 – 1966 Durnin Rd. Kelowna, BC, V1X 7X2, Tel: 250 868 8848, gdmall@telus.net

Past President:
Chris Hargreaves, 4060 Bath Road, Kingston, ON, K7M 4Y4, Tel. 613 389 8993, hargreavescp@sympatico.ca

Webmaster:
Steve Johnson (see contacts below)

The Canadian Philatelist:
Editor – Chris Hargreaves (see contacts above)
Layout Editor – Paul Balcaen, labriseman@pm.me
Columnist - Tom Reyman (see contacts above)
Index – Gord Mallett (see contacts above)

CAS CALENDAR

ZOOM AIRMAIL MEETING
Sunday February 5th 2023 - 11 AM to 1 PM Eastern Time

This will be a joint meeting of the CAS and the British North America Philatelic Society's Air Mail Study Group.

It will be organized on a "show and tell" basis to facilitate discussion between participants. - Everybody is invited to show a favourite cover from February - from any year to anywhere.
A Zoom invitation will be sent to everybody who receives an electronic copy of this journal.
If you do not receive an E-journal but would like to participate, please send your email address to hargreavescp@sympatico.ca and you will be sent an invitation to all future Zoom airmail meetings.

ORAPEX
OTTAWA'S NATIONAL STAMP EXHIBITION

Saturday May 6th 10am-6pm - Sunday May 7th 10am-4pm
Nepean Sportsplex, 1701 Woodroffe Avenue, Ottawa, Ontario K2G 1W2
Free admission and parking.

2023 will mark the 60th anniversary of ORAPEX, annual show of the Ottawa Regional Association of Philatelic Exhibitions. It is a national-level stamp show, and part of the American Philatelic Society's "World Series of Philately." ORAPEX boasts about 35 stamp dealers in its bourse and runs an impressive series of society meetings, seminars and study groups.

The theme for ORAPEX 2023 is "Definitives". For more information see **www.orapex.ca**

THE 2023 CAS AGM will be held during ORAPEX 2023

PRESIDENT'S REPORT

Technically it isn't winter, but as I write this report, there is snow everywhere and the thermostat is negative. However, there are many reasons to be positive:

The AMCN2 has finally been published and is receiving many positive reviews. I would like to thank the Editor in Chief, Chris Hargreaves, for all the work putting the final draft together, and working with the American Airmail Society to ensure its publication. I also want to thank all the contributors, past and present, who offered their knowledge to make an updated AMCN a reality.

It is my duty to announce that Gord Mallett is stepping down as the Western Chapter Representative, but happy to inform the membership that Gord is staying on the Executive as a Member-at-large. Gord has provided the President with much needed advice, and website updates. Gord provides a searchable Index for the back issues of the journal, and currently we are working on Pilot signed covers, that I hope will be fully uploaded on the website in the near future. Thank you Gord for your continued service to the Society.

I am pleased to announce that Dave Bartlet will be joining the Executive as the new Western Chapter Representative. Dave has been involved with Society projects in the past and I am sure the Executive will look forward to his insights and suggestions for the future.

The holidays are just around the corner, so I hope everyone stays safe and healthy. All the best for 2023

Steve Johnson

CAS SECRETARY'S REPORT

Welcome to four new members:
#519 Andrew Cox of Coventry, England
#520 Philip Wolf of Calgary, Alberta
#521 Gerald Michels of Amarillo, Texas
#522 Peter Maresch of Aurora, ON

AMCN2 EDITOR'S REPORT – HOORAY!

It's published!
Many thanks to everybody who has contributed information since the first edition was published 25 years ago, and to everyone who has helped with the second edition over the last eight years.

It can be purchase for $65 + $10 postage: send your address and payment by Interac e-transfer to canadianairmail@gmail.com
See the article later in this issue for much more information.

Chris Hargreaves

Edmonton Stamp Club

2023 Spring National Stamp Show

March 25-26

This Years Theme:
Edmonton's Hockey History Then & Now

Saturday March 25, 10:00am to 5:00pm
Sunday March 26, 10:00am to 4:00pm
Central Lions Recreation Center
11113-113 street
Edmonton, AB

Featuring Two Major Exhibit Attractions

Edmonton's Hockey
& National Competitive Exhibits

Dealers From Across Canada
and Notable Guest Speakers

FREE PARKING - FREE ADMISSION -
FREE APPRAISALS

CONGRATULATIONS TO AEROPHILATELIC EXHIBITORS

NOVAPEX 2022 – Dartmouth, Nova Scotia

John McEntyre CANADA: The Development of Official International Airmail Routes 1928-42 78
Vermeil, CAS Best Aerophilatelic Exhibit Award

CALTAPEX 2022 - Calgary, Alberta

Walter Herdzik Imperial Airways First Flight, London to Cape Town Christmas Flight, December 9 to 21, 1931
Large Vermeil, CAS Best Aerophilatelic Exhibit Award

Walter Herdzik Imperial Airways First Flights, London – Mwanza – London, 1931
Vermeil

CANPEX 2022 - London, Ontario

Doug Irwin Canada's Last Airmail Stamp
Large Gold, American Association Aerophilatelic Exhibitors Award of Excellence, CAS Best Aerophilatelic Exhibit Award

Larry Davidson United Nations Aerogrammes, 1952-1982
Gold

Peter McCarthy Flying with Pride
tSilver

SESCAL 2022 - 78th annual Stamp Exhibition of Southern California

Literature exhibition

Chris Hargreaves "Pioneering Airmail in the Canadian North"
article originally published in The American Philatelist, November 2021
Gold, Postal History Society Award

FÉDÉRATION INTERNATIONALE de PHILATÉLIE

REPORT ON AEROPHILATELY COMMISSION CONFERENCE at INDONESIA 2022, Jakarta International EXPO Kemayoran, Jakarta, Indonesia.

August 8th 2022 - Thanks to Charles Verge for representing Canada at the Conference.

1. REPORT OF THE CHAIRMAN

Norman Banfield advised that the major task had been preparation of new Guidelines combining the previous SREVs and Guidelines into one document. These had been well received and were also being translated into Chinese.

2. ELECTIONS FOR THE 2022-2026 FIP AEROPHILATELY BUREAU

The following were ELECTED to the Bureau:

Chairman Glen STAFFORD (Australia)
Secretary David LU (China)
Bureau Members:
FEPA Fredrik YDELL (Sweden)
FIAP YANG Yan-Choy (Singapore)
FIAF late nomination: Mark BANCHIK (USA) – was APPOINTED.

3. REMARKS BY INCOMING CHAIRMAN

Glen STAFFORD commented that now the new Guidelines had been approved he would be seeking Aerophilately delegates from more countries. We needed to have an active Commission with more aerophilately seminars and greater promotion of the class.

CAS DAY OF AEROPHILATELY in Toronto

Sunday October 30th 2022 at the Vincent Greene Foundation.



DR. ROBERT GALWAY giving a presentation that he and JIM JORGENSON developed on BRITISH COLUMBIA AIRWAYS. – The presentation was highly detailed and very well received. A recording can be viewed at https://1drv.ms/v/s!AkOhdTVHRqpghp1oFrT4V00OuSx52g?e=oZHiGn until it is placed on the CAS website.

Following Bob Galway's presentation, Willow – the VGGF librarian, gave a presentation about the resources and services available through the VGGF library; and Chris Hargreaves gave an overview of the changes between the 1st and 2nd editions of The Air Mails of Canada and Newfoundland. (See article later in this journal.) The meeting finished at 1 p.m.

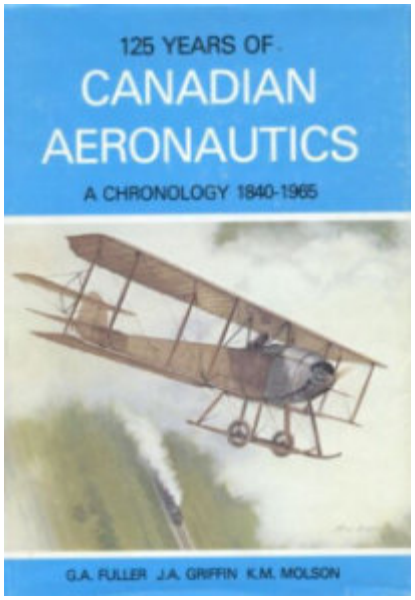
The live meeting was attended by a dozen people, who then went for lunch, and toasted the fact that AMCN2 has at last been published. An additional 30 people, spread out from British Columbia in the west, to Scotland in the north, France in the east, and Arizona in the south, participated on Zoom. Many thanks to zoom master Charles Livermore for running the zoom; to John Bertram and Simon Claughton for sorting out the technology in Toronto; and to Ron Miyanishi for the photo above.



IN MEMORIAM

George Fuller, 1927 - 2022

George was a co-author with John Griffin and Ken Molson of the book *125 years of Canadian aeronautics: A chronology, 1840-1965*, published in 1983 by the Canadian Aviation Historical Society. This book was one of the most cited references on Canadian aviation history for many years.



George Alexander Fuller was born in Sherbrooke, Québec in 1927. He earned a B.Sc. degree from Sir George Williams University (now Concordia University) in Montréal, and then went into business with the Noranda organization in 1951.

He was an enthusiastic researcher into the then neglected early history of flight in Canada from the time of the first balloon ascensions, while enjoying every opportunity to fly and, in his words, "to look down on this wonderful country." All his work was informed by his interest in how geography and the railroads in particular have contributed to the development of aviation in Canada.

Over the years George contributed numerous articles to the CAHS Journal, was a director of the CAHS; presented papers at annual conventions of both the CAHS and the U.S. based Northeast Aero Historians; was an advisor to the Montréal Aviation Museum; and helped many other researchers.

Earlier this year I contacted George when researching the Red Bay Air Mail Flights of 1932, and a puzzling statement that one of the aircraft was "turned into the air by a whale". (See the June 2022 journal.) George provided a variety of information that was much appreciated.

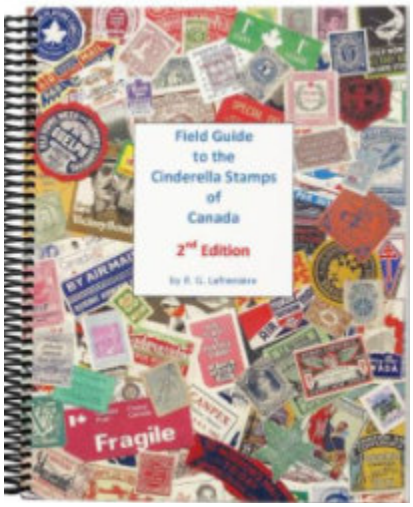
Chris Hargreaves

IN MEMORIAM

Ron Lafrenière, 1965 – 2022

Ron Lafrenière, the author of the *Field Guide to the Cinderella Stamps of Canada*, died on Aug. 9 at age 57 due to an undiagnosed heart condition.

"We are devastated to announce the sudden passing of Ron Lafrenière, who left us far too soon and with so much yet to do," reads his obituary in his hometown Montreal Gazette. "His final moments were on the beautiful remote beach of a quiet lake after a memorable day of canoeing."



Lafrenière retired about six months before the pandemic following a 25-year career as a medical research professional in the academic, pharmaceutical and biotechnology sectors.

A true Renaissance man, Ron was, among other things, a skilled researcher, a genealogist, a poet and writer, an artist and a collector of many things – most notably stamps and insects." He released the first edition of his Field Guide through Bird Bear Press, his private publishing company, in 2012 followed by an expanded second edition three years later. He was only a few entries away from completing the 1,000-page third and final edition, which will be posthumously published by his family.

Canadian Stamp News, October 20th 2022

According to Wikipedia: In philately, a cinderella stamp is "virtually anything resembling a postage stamp, but not issued for postal purposes by a government postal administration". There is a wide variety of cinderella stamps, such as those printed for promotional use by businesses, churches, political or non-profit groups.

Ron Lafrenière's Field guide is a superb publication! (Your editor's opinion.) - It describes a total of 1647 separate stamp issues, representing over 12,350 different stamps and labels. The book is 344 pages printed in full colour, 8.5 x 11 inches, spiral-bound.

For more information see Field Guide (birdbearpress.com)

BLIND AMBITION
THE WOP MAY STORY



This 20 minute movie received the jury award for Best Documentary Short Film (Alberta) at the Edmonton International Film Festival in 2021.
It can now be viewed on the Alberta Aviation Museum's website at
https://albertaaviationmuseum.com/collection/featured-videos/
It can be viewed without charge, and your editor thinks it is excellent!

Select Stamps and Covers

825-8 Ave SW, Unit 107B, Calgary, Ab, T2P 2T3
403-264-1551 selstamp@telus.net

I will be selling on ebay under seller "select" starting in early January 2023 The Wop May and Denny May Collection of Canada first flight covers. Includes many scarce and signed covers.

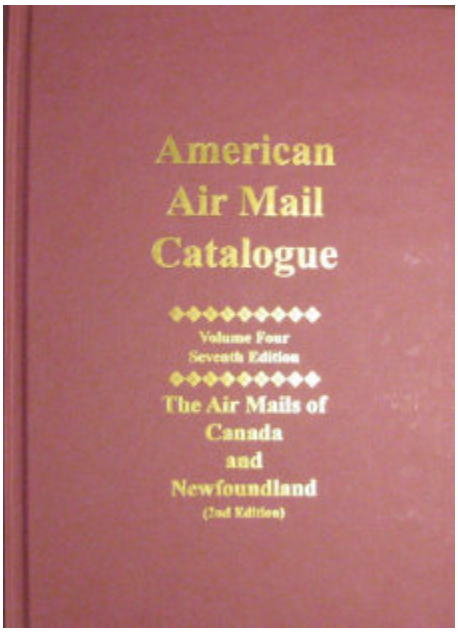


PF-27 , 5 known, $1,500

I will donate 3% of the purchase price of any cover bought by a BNAPS member to BNAPS.

THE AIR MAILS OF CANADA AND NEWFOUNDLAND

1st edition - 1997



THE AIR MAILS OF CANADA AND NEWFOUNDLAND

2nd edition – 2022

What's the difference?

Readers' first impression of the second edition (AMCN2) will be that it contains coloured illustrations – and a lot more illustrations than in the first edition (AMCN1). This is particularly so in the Pioneer section where many classic covers are now shown. (See for example Figures 1 and 2.)

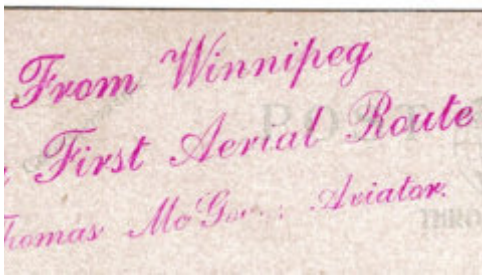


Figure 1

PF-4: the handstamp on postcards prepared to be flown at the Manitoba Air Circus in Winnipeg on May 10th 1912 is now shown.

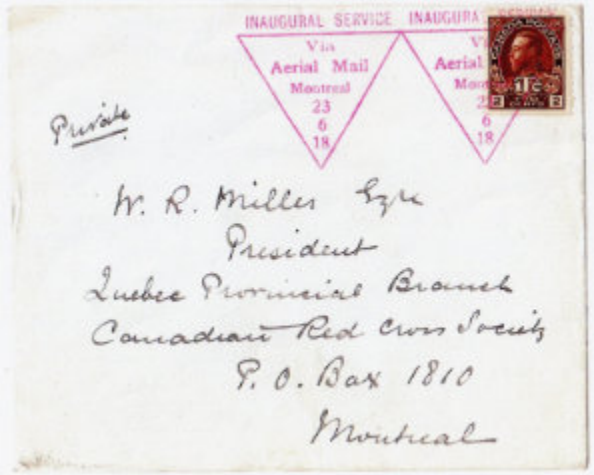


Figure 2

PF-6: a cover carried by Capt. Brian Peck on his June 24th 1918 flight from Montréal to Toronto – the First Airmail Flight in Canada - is shown with a clear cachet.

The catalogue also updates values on all the covers listed.

A LESS APPARENT BUT KEY DIFFERENCE BETWEEN THE TWO EDITIONS IS THAT AMCN2 CONTAINS ALL THE ADDITIONS, REVISIONS AND CORRECTIONS THAT HAVE BEEN PUBLISHED IN *THE CANADIAN AEROPHILATELIST* AND *THE AIRPOST JOURNAL* OVER THE LAST 25 YEARS!

A further very significant difference is that in Section 3 which lists covers with Semi-official stamps, the flights are now listed according to the company which flew the cover, not by the stamp used. This change was requested by many collectors, who found the old system difficult to use. However, reorganizing the listing required a new numbering system.

For example, the Elliot-Fairchild Air Service flight from Rolling Portage to Red Lake on April 15th 1926 carried covers franked with CL7, CL8 and CL9. (See Figure 3.) - The covers franked with CL7 were listed as CL7-2602 on page 48 of AMCN1, but those franked with CL8 were listed as CL8-2601 on the following page. Those franked with CL9 were listed as CL9-2600 and were also on page 49.

All these covers are now part of a single listing, and are numbered as ES 2615-CL7, ES 2615-CL8 and ES 2615-CL9.



Figure 3

CL7 **CL8** **CL9**

There are illustrations of all the semi-official stamps in AMCN2, but not of varieties.

The Semi-official section also now lists a number of commercial covers, to emphasize the fact that the companies were functioning airlines, and usually operated for long after the first flight covers were produced. This also draws attention to the fact that commercially used covers with semi-official stamps are generally rare and some have high valuations. (For example Figure 4.)



Figure 4

WC2815-CL40: a registered cover from Wadhope to the T. Eaton Company in Winnipeg. The Western Canada Airways CL 40 stamp was cancelled in Lac du Bonnet with a LONG LAKE handstamp. (Valued at $400.)

In addition to updating older flights and valuations, recent flights since 1997 have been added to the sections listing Airship, Government, Airline, Special Event, Balloon, Military and Anniversary flights, and also to the Crash Cover section.



Figure 5

Section 5 #202001 - cover prepared for an inaugural flight from Ottawa to Frankfurt on May 16th 2020. The green cachet states that the flight was canceled due to Covid 19

Although there have been no flight covers with Newfoundland stamps since 1949, there are several additions to the listings in that section, as it now includes flights to Newfoundland, not just flights in and from Newfoundland. – See for example Figure 6 which is now included in the catalogue.



Figure 6

NFF-63C: First commercial trans-Atlantic flight through Gander. – It has a large handstamp on back: This is to certify that this cover was caried on the first commercial flight from New York City (LaGuardia Field) U.S.A. October 23rd, 1945, to Gander (Newfoundland Airport) Newfoundland (arrival October 23, 1945) This mail did not enter international mail channels due to rate problems. The plane used was the "Flagship London" (landplane) of the AMERICAN AIRLINES SYSTEM.

As well as the changes to sections listing flight covers, there have been changes to many other sections. These include:

AIR MAIL PERFINS OF CANADA AND NEWFOUNDLAND
This section has been completely revised to match the latest, sixth edition of the *BNAPS Perfin Study Group Handbook.*

AIR LETTERS AND AEROGRAMMES
These sections have been expanded to include forerunners: Airgraphs, and the unstamped Forces Air Letter sheets introduced during World War II.

A.M.F. CANCELLATIONS
The section clarifies that in Canada A.M.F. stood for Air Mail Facility not Air Mail Field. It gives details of the extensive revision currently underway.

AIR MAIL RATES
Much more information has been found and published about Canadian air mail rates since AMCN1 was published in 1997. Unfortunately, the new publications sometimes contradict each other. AMCN2 is intended to be the definitive guide to Canadian air mail rates. - It includes a quick reference chart, followed by detailed tables of information, and links to David Crotty's *Canada Air Mails Rates from 1925 2020* where information on rates since 1976 can be found
A section on Newfoundland air mail rates has also been added. – These were quite different to Canadian air mail rates, and were based on the destination country not regions.

COURTESY FLOWN MARKINGS
The listing of companies which carried mail by favour, and the markings they applied to these covers, has been greatly expanded.

ASTROPHILATELY IN CANADA
There is a listing of many additional covers from a variety of space related activities, to complement the original listing in AMCN1.

AIRCRAFT ON CANADIAN STAMPS
Identifies the aircraft shown on stamps up to the "Canadians in Flight" series of 2019.

AIR MAIL PILOT SIGNATURES

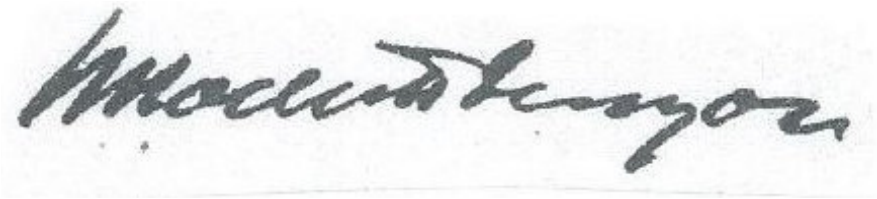


Figure 7
Who's signature is this?

Signed covers are a popular collectible, but the signatures are sometimes difficult to identify. AMCN2 gives an extensive list of pilots, the flights they made, and where an example of their signature can be found. Examples may be in AMCN2 on a page reproduced from Ian Morgan's *Specialized Catalogue of Canadian Airmails* published in 1931; on the internet in the collections of Gord Mallett, Denny May and Tom Reyman; or in back issues of the *BNAPS Air Mail Study Group Newsletter.* (Figure 7 is the signature of Herbert Hollick-Kenyon.)

BIBLIOGRAPHY

This completely revised section now includes websites for internet searches beyond Google, and a listing of classic books about Canadian airmail, as well as great new books that were published in the last 25 years but are now often forgotten.

AND AT THE END OF THE CATALOGUE IS A FINDING GUIDE.

In order to include all the new information without increasing the catalogue to an unwieldy weight and size, some of the information in AMCN1 was not repeated. There are references to such information throughout AMCN2, and to make sure that all purchasers of AMCN2 can access this information without having to also purchase a copy of AMCN1, a complete version of AMCN1 has been posted on the AAMS website at www.americanairmailsociety.org/ It is in the Resources/ Publications section and is open to everyone.

All the information in AMCN2 came to 640 pages. The book is casebound, but was printed on a lighter weight of paper than AMCN1, so is a similar size and weight to the previous catalogue.

It is now eight years since I was asked to be Editor-in-chief for the second edition of *The Air Mails of Canada and Newfoundland*. The revision has taken much longer than anybody expected, but I'm very pleased with the finished publication.

Many thanks to everybody who contributed to the information in the catalogue!

I particularly want to acknowledge:

The Section Editors:
Barry Countryman - Airship Posts
David Crotty - Canadian Air Mail Rates, Newfoundland Air Mail Rates
David Ball - Astrophilately In Canada
Denny May* - Air Mail Pilot Signatures
Dick Mcintosh - Government Flights, Anniversaries, Canadian Forces Covers
Earle Covert - Aerograms, Canadian Forces Air Letter Sheets
Chris Hargreaves – Government Flights, Newfoundland Flights, Rates
Gord Mallett - Air Mail Pilot Signatures
Ken Sanford - Interrupted and Crash Covers
Steve Johnson - Canadian Semi-Official Stamps and Covers
Mike Street - Air Mail Facility Cancellations
Nino Chiovelli - Balloon Covers
Ron Miyanishi - Canadian Forces Covers
Ron Pazdzierski - Airmail Perfins

Ray Simrak - Pioneer Flight Covers, S.C.A.D.T.A., Semi-Officials
Tom Reyman - Air Mail Pilot Signatures
Tom Watkins - Semi-Officials, Covers with Courtesy Markings

The dealers who reviewed various sections and values before publication:
Chris Carmichael of Vance Auctions Ltd.
Erling van dam of E.S.J. van Dam Ltd.
Hugo Deshaye of Hugo Deshaye (Philatelist) Inc.
Stéphane Cloutier of Sparks Auctions;
Yohann Tanguay of Eastern Auctions Ltd.
For their additional help recently:
Alec Globe, Brian Wolfenden, Derek Rance,
Gary Tomasson, Howard Wunderlich, and Jon Johnson

David Ball the AAMS President,
and Vickie Canfield-Peters, the AAMS Publications Editor who put everything together.

Thank you all,
Chris Hargreaves

In order to make AMCN2 available at an appealing price to many collectors, the AAMS has set a price of $50 US for AMCN2 + postage.
The Canadian Aerophilatelic Society is matching this price, and selling the catalogue for $65 Canadian + $10 postage to anywhere in Canada, and to collectors and libraries overseas that are interested in Canadian air mail. This is possible due to a generous donation we were given some years ago to promote and encourage Canadian air mail collecting.

To order a copy of AMCN2 for delivery by mail send your address and payment of $75 by Interac e-Transfer to canadianairmail@gmail.com or by PayPal to **hargreavescp@sympatico.ca** or send a cheque payable to Chris Hargreaves to 4060 Bath Road, Kingston, Ontario K7M 4Y4

To pick up a copy in Victoria, Calgary, Toronto, Ottawa or Kingston, email hargreavescp@sympatico.ca for more information.

In the USA, orders should be placed with the American Philatelic Society: http://stamps.org



The Centennial Flight of a Century-old Envelope

Gord Mallett

Several years ago, correspondence was exchanged with a person inquiring about the plans being made to commemorate the Centenary of a pioneering 1918 flight in which mail had been carried. He stated that he was the holder of one of the envelopes from that flight and was hopeful it would continue to receive careful safekeeping should he, at a later date, decide to make it available on the open market. Earlier, he had spoken to a member of the Canadian Aviation Historical Society who in turn had passed on relevant details to the Alberta Aviation Museum.

Black-and-white scans received by the museum (below) confirmed that the cover was one of the 259 letters reported as flown by aviatrice Katherine Stinson on July 9 1918. It was the first-ever aerial mail delivery in Western Canada and equally noteworthy, the first-ever flight made between any two urban centres in the west!

The individual in possession of the cover identified himself as the addressee's retired grandson, Dr. Michael Waterhouse.



Actually, a number of details linked to the "Mrs. Waterhouse" cover were known prior to the contact with Michael Waterhouse, as part of an investigation that had previously been carried out of Katherine Stinson's Canadian flights, including her inaugural mail delivery. Those archived records are contained in the fonds of the Richard K. Malott Collection (National Archives of Canada, MG30-A44, Accession 1990-045, philatelic). Amongst its documents are two letters that were sent to aerophilatelist "Dick" Malott by Henry A. Waterhouse whose father, also named Henry, had written the July 9 1918 "Mrs. Waterhouse" letter. Henry Jr's letters state:

> *27 June 1968 – "I notice in last evening's Edmonton Journal that airmail covers recalling the first airmail flight in Western Canada, from Calgary to Edmonton on July 9 1918 are available through your kind service. I am in possession of one of the original airmail covers on the July 9 1918 flight and I would like this one to complement the original…"*
>
> *3 July 1968 – "I acquired the 1918 cover from my family back in 1934 so that it would be mine, and I have given little thought or attention to it since then except to read and save the newspaper clippings. I guess I will pass it on to my children. I know they are very interested…"*

Further particulars linked to the envelope and its provenance were made available by Michael Waterhouse. The information and colour scans that he provided identified the indistinct figure in his earlier black-and-white scan. He noted that:



"The cover I have, contained a letter that my grandfather, Henry Waterhouse, sent to my grandmother, Arabella Waterhouse. My grandmother was visiting a relative in Edmonton at that time, at the address printed on the cover. The red wax seal on the back of the cover has her initials, *A W,* on it. I guess they used these seals back then."



The stylized initials in the seal are those of the addressee Mrs. Waterhouse, not of the sender, her husband Henry. It is evident that this was his means of further linking his wife's name to the *Aeroplane Mail Service*.

In May 2018 the "Mrs. Waterhouse" envelope changed hands in a private transaction, the last presently known July 9 1918 cover flown by the aviatrice to have remained with an addressee's family since the flight - in this instance a span of one hundred years! Arrangements were later made for it to be aboard the Centennial Flight planned to commemorate 1918's maiden conveyance of air mail in Western Canada.

A vintage mailbag holding the envelope, along with commemorative covers prepared by the Canadian Aerophilatelic Society, was flown from Calgary to Alberta's capital city of Edmonton on July 9 2018 - one hundred years to the day since the envelope had previously made the aerial trip between the cities. The carrier was WestJet Airlines Ltd Encore flight WS 3143, piloted by captains Athenia Jansen and Janna Breker Kettner.



[reverse side of the protective cover used to secure the "Mrs. Waterhouse" envelope in transit]

This extraordinary envelope can justly qualify as one of the seminal covers of Canadian aerophilately! It was aboard the first-ever flight made between any two urban centres in Western Canada. It remained with the family of the addressee exactly one hundred years prior to replicating its inaugural flight between the two western cities. Its front displays a handstamp signalling this emergent means of mail transport; a wax seal was applied on its reverse side – a practice utilized since the Middle Ages to ensure that the flaps of envelopes remained unopened prior to delivery to the addressee.

Continued success in your research, collecting and related aerophilatelic activities. Merry Christmas and Happy New Year to all. **Gord Mallett**

Vance Auctions Ltd.

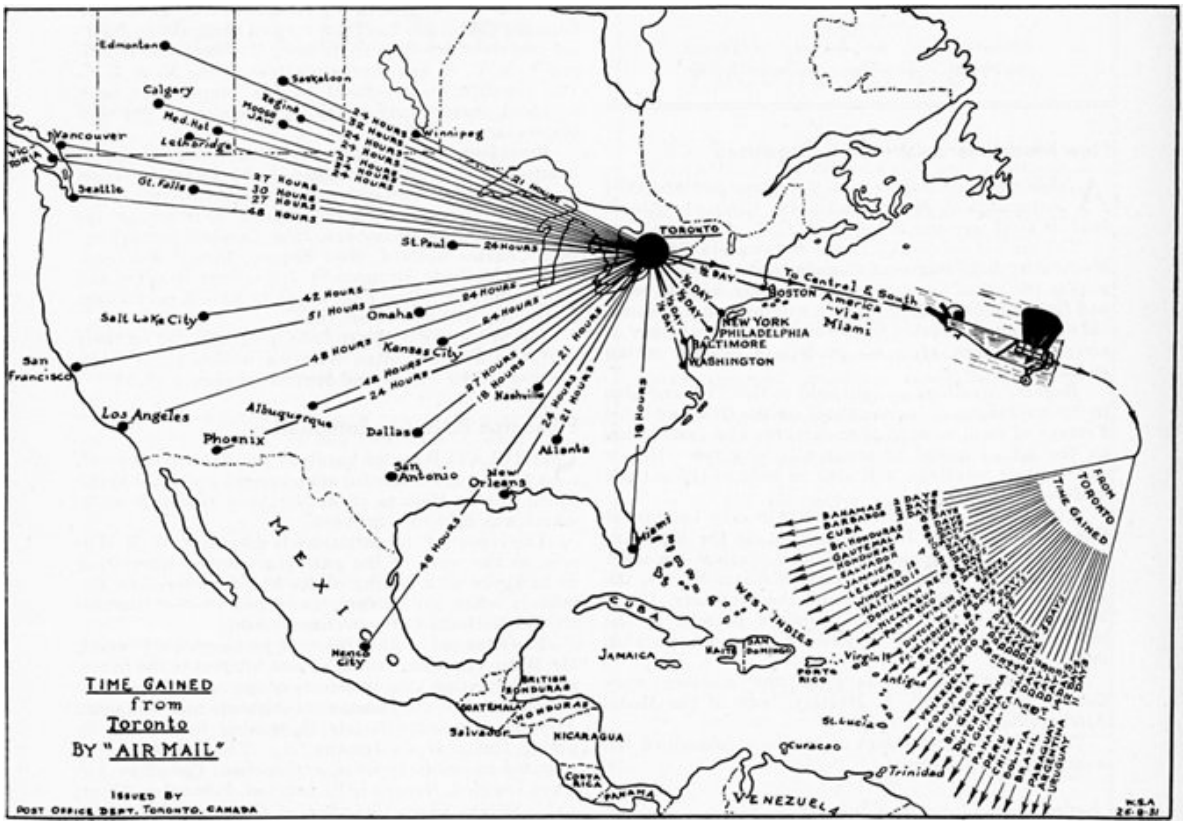
Postal auctions every seven weeks.
Call 905 957 3364 for a FREE catalogue
or view it online at www.vanceauctions.com
We can make home visits to purchase collections.



AIR MAIL FROM TORONTO – 1931

Season's Greetings from Ian Macdonald

This map of
"Time Gained from Toronto by Air Mail"
was published in *CANADIAN AVIATION*, November-December 1931.



SPARKS
AUCTIONS
1770 Woodward Drive, Suite 101, OTTAWA, CANADA, K2C 0P8
Phone +1-613-567-3336 Fax +1-613-567-2972
email: info@sparks-auctions.com
www.sparks-auctions.com

We hold sales at the end of January, May and September. To accompany our live auction floor in Ottawa, we feature full interactive live bidding on Stamp Auction Network

Canadian Pioneer & Semi-official Airmails
Canadian S.C.A.D.T.A.
Stamps and covers for sale and wanted! Send Want list.
Ray Simrak, simrakr@hotmail.com
Text. 519-562-6627.



Another cover from
AFRICA to ESTEVAN, SASKATCHEWAN

Walter Herdzik

The September Canadian Aerophilatelist included a cover from Egypt to Estevan mailed in 1936.

Here is another cover from Africa to Estevan, mailed from South Africa in 1931.

Registered, Germiston South Africa to Estevan, Saskatchewan, Canada

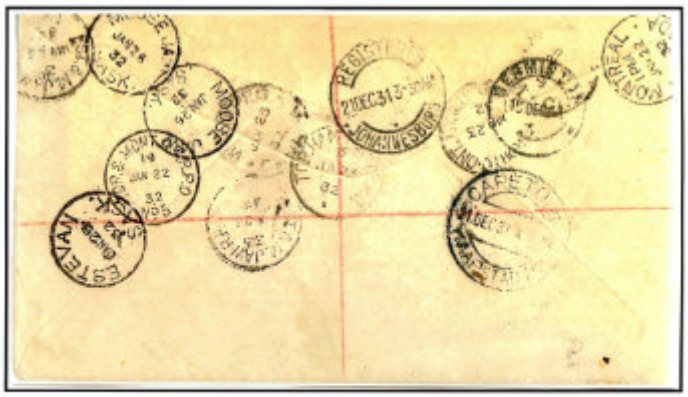
Posted 19 December 1931 — Airmail to Cape Town, 2 days, Dec. 21
Received 28 January 28, 1932 — Surface Cape Town to Estevan, 38 days, Jan. 28
On Imperial Flight AS 41 — Total travel time 40 days

Philatelic cover, sealed and unopened, contains a single sheet inside



Airmail postage 4d in South Africa, 4d registration and 2d Empire surface rate.

The cover was posted from Germiston (Johannesburg airport to Cape Town) for the special Christmas flight by Imperial Airways that originated in London on December 9, 1931 and reached Cape Town on December 21, 1931. The only airmail available for this cover at the time was between Johannesburg and Cape Town. At Cape Town, it went by Union Castle steamer to England and then to Canada by steamer again. Most of the postmarks on the back record the Canadian surface rail journey from Montreal (January 22) to the final destination of Estevan (January 28). It appears there may have been a few other aerophilatelists in the prairie town of Estevan.



Thirteen (13) postmarks on the back from twelve (12) post offices provides a good trail of locations and dates this letter travelled. This is an exceptional cover showing the route taken in Canada.

Chronological Postmarks Identified on the back of cover

	City/Town	Date of Postmark
1	Germiston	19 Jan. 31
2	Registered, Johannesburg	21 Dec. 31 3:30 AM
3	Capetown	21 Dec. 31 ----- (not clear)
4	Montreal	1 PM Jan. 22 32
5	Tor. & Mont.	TRPO 19 Jan. 22 32 NO5
6	Tor. Ont.	Jan. 23 32
7	Tor. Ham.	5 Jan. 23 32
8	Winnipeg	Jan. 25 32
9	Est. & M. Jaw R.P.O.	316 Jan. 25 32
10	Est. & M. Jaw	3 Jan. 26 32
11	Moose Jaw	Jan. 26 32
12	Moose Jaw	Jan. 26 32
13	Estevan	Jan. 28 32
14	An unidentified postmark is partly visible behind the Germiston cancel	

Although covers addressed to A. Stuart in Estevan are not unusual, this cover was addressed to C.G. Griffith, Post Master, Estevan.

CANADA REVENUES • DUCKS
SEMI-OFFICIAL AIRMAILS
Lavishly illustrated *ReveNews* on request
or see in full color at
www.canadarevenuestamps.com



E.S.J. van Dam Ltd.
P.O. Box 300-P, Bridgenorth, Ont., Canada K0L 1H0 • 1-866-EVANDAM

A PUZZLING ITEM FROM CANADA'S 1¢ FIRST FLIGHT AIR MAIL

Simon Claughton

An International dateline in Manitoba!



(Above) Postmarked WINNIPEG MAN Jan 15 1935 – backstamped NORWAY HOUSE MAN Jan 14 1935

Also cancelled :
on front NORWAY HOUSE MAN Jan 27 1935
on back CROSS LAKE MAN Jan 27 1935
and WACONIA MINNESOTA USA Jan 30 1935

The card has typed instructions Via First Flight Winnipeg to Norway House
and Hold at Norway House for First Flight to Cross Lake

Regular First Flight Covers from Winnipeg to Norway House, listed in AMCN as 3505, are cancelled WINNIPEG MAN Jan 14 1935 and backstamped NORWAY HOUSE MAN Jan 14 1935:



(Previous) The First Flight from Norway House to Cross Lake is listed as AMCN 3507. - Covers are cancelled NORWAY HOUSE Jan 27 1935, and backstamped CROSS LAKE Jan 27 1935:



One cent mail in Canada was established in 1868 as a circular rate, termed as Third Class rate in 1888, and lasted until 1951.

AIR MAIL SERVICES provided a faster service than regular mail. A higher fee was charged for these services after 1 Oct 1928; and Canada's first government air mail stamp was issued ten days earlier on 21 Sep 1928.

AIR STAGE SERVICES carried all the mail to a point which was very difficult to reach by other means. Mail was normally flown on these services without an additional charge for air mail service, but when a new service was introduced, the air mail rate had to be paid if a First Flight cachet was required.

Rules for transport on stage routes: order of preference for Bona Fide mail -
1. Genuine Correspondence Registered
2. Genuine Correspondence Ordinary
3. Second Class Mail

4. Third Class Mail
5. Air Parcels

Franking required was 1 cent printed matter, 2 cent post card, 3 cent regular, 6 cent air mail.
From 1928 to late 1934, the Post Office Department required that Third Class mail be posted at the First Class rates. In late 1934 Reuben Aretz discovered that this requirement had been dropped and that cards could be mailed as printed matter at 1 cent.

The endorsement instructions on the card at the start of this article indicate that Reuben Aretz was trying to get it flown on two First Flights for one cent! - Was he successful?

- Does the Jan 15th 1935 cancellation date at Winnipeg indicate that the card was not on the January 14th first flight to Norway House?
- but if so why does it have a Jan 14th 1935 date at Norway House?

Can anybody provide more information?

The person who created many of these 1 cent First Flight covers was Reuben W. Aretz (28 July 1912 – 10 June 2008) a US aerophilatelist and custom cachet maker in Los Angeles, California.

In 2007 Alan Klein of Sherman Oaks, California, commented that:

> *A memorial cover was prepared by Reuben Aretz one month after the U.S.S. AKRON crashed in April 1933. It is one of several memorial covers he produced.*
>
> *Reuben told me he addressed these covers to himself c/o General delivery at some of the far north places in Canada, when there were only "1 or 2" flights out a year.*
>
> *He learned from older cachet makers that General Delivery mail was only held, and if not picked up after 2 weeks, it was returned to sender.*
>
> *Reuben is 95 years old (in 2007 Ed.) and still tries to come to our airmail meetings, but lately he is frail, and we have to go see him at an assisted living residence, not far from where we meet.*





SEMI-OFFICIAL NOTES

Tom Reyman 18

A NORTHERN ALBERTA RELIEF FLIGHT 1935

The remote areas of the northern western provinces of Canada relied on the skill and perseverance of the bush pilots who serviced these areas. During all manner of weather, freezing temperatures, and hazards, these intrepid pilots delivered supplies, mail, and a connection to the more populated areas of the provinces. On occasion, flights were needed to bring food and medicines when the outposts needed emergency responses.

The Northern Alberta Railways in 1935 had extended its tracks to provide rail service to the region, and was the principle means of supplying and mail to the towns there. In July, the railroad experienced severe flooding and washing out of the tracks on the route to Grand Prairie, Peace River, and McLennan, Alberta so the trains could not reach their destinations. As the crisis continued and food stocks dwindled, a request was made to Canadian Airways to fly food, packages, medical supplies, people, and mail to these towns on an emergency basis. The origination point for these flights was Edmonton, Alberta.

Two pilots were involved in the flights, Zebulon Lewis Leigh (known as "Lewie") and A.M. "Matt" Berry. Beginning on July 4 and continuing to July 15, these pilots, each flying Fairchild aircraft, were in the air from three to eight hours a day making the rounds of the affected towns. On July 15, the needed repairs to the railroad tracks were completed enough that partial service was restored and the emergency flights ended.

The mail flown on the first flights of July 4 and 6 are listed in the Air Mails of Canada and Newfoundland as flights 3515 and they document flights from Edmonton to Grand Prairie and McLennan, between Grand Prairie and McLennan, and back to Edmonton to resupply. Many of the covers were signed by pilot Z.L. Leigh. Here are three covers from those flights.

AMCN 3515a

Edmonton to Grande Prairie, Alberta.

Pilot signed





AMCN 3515c

Grande Prairie to McLennan, Alberta

Pilot signed



AMCN 3515d

Grande Prairie to Edmonton, Alberta

Pilot signed

References:

- Leigh, Z. Lewis; *And I Shall Fly*; The Best Printing Company Limited Toronto, 1985; Pages 80-81.
- *The Air Mails of Canada and Newfoundland (AMCN)*, Sixth Edition; Edwards Brothers, Ann Arbor, Michigan; 1997, Page 149.
- Https://en.wikipedia/wiki/Zebulon-Lewis- Leigh

NEWLY DISCOVERED COVERS TO OR FROM CANADA INVOLVED IN AIRCRAFT CRASHES OUTSIDE OF CANADA

KEN SANFORD



December 5, 1936 - Cover from Ontario, California, addressed to Winnipeg, Manitoba. It has a violet four- line handstamp: DAMAGE DUE TO AIRMAIL INTERRUPTION NEAR SALT LAKE CITY, UTAH DEC 15 . 1936 (The cover was sold by Vance auctions in September 2022.)



April 29, 1978 - Cover from Canada to an address in South America. Was on a flight from Bogota – Barranquilla, Colombia. The cargo aircraft was destroyed when it crashed shortly after takeoff from Bogotá-Eldorado Airport. The aircraft reportedly failed to gain sufficient height on takeoff. It struck a tree and broke up. All three crew members and five of the nine passengers were killed. Authorities reported after the accident that it was not authorized to carry passengers on this aircraft, as it was configured for cargo flights only. A large part of the mail was destroyed in the fire that followed the accident.

SCANS WANTED

541225: 1954, December 25 — Prestwick, Scotland. On Christmas Day a British Overseas Airways Corp. Boeing Stratocruiser crashed at Prestwick, killing all aboard. A reported $60 million in diamonds aboard were recovered only when the earth around the crash site was carefully loaded into railway cars and shipped to London for sifting. Salvaged mail was usually given a two-line marking in violet: "Salvaged Mail / Aircraft Crash / Prestwick 25-12-54." Most of the mail from this crash was addressed to Canada and the U.SA

This crash is described as above in AMCN2 Section 7. The various cachets applied to the recovered mail will be described in AIR CRASH MAIL OF THE WORLD.

Ken Sanford is looking for good quality scans of the cachets applied in Halifax and Montreal.

If you can help, please send scans to Ken at kaerophil@gmail.com

AIR CRASH MAIL OF THE WORLD

Edited by Ken Sanford

It's nearly done, and should be finished by the end of the year. It will be available only on a flash drive, which will be the size of a credit card, and can be plugged into the USB port of any computer. It will be in Word for Windows or PDF format. Because it will be over 2,000 pages, it will not be a printed book. Please copy the order form below, fill it in and return it by email to kaerophil@gmail.com, fax to 203 888 9237, or regular mail



AIR CRASH MAIL OF THE WORLD, Edited by Ken Sanford

A complete revision and update of "Recovered Mail" by Henri Nierinck, and the American Air Mail Catalogue, Sixth Edition, Vol. 1, Interrupted Flights section. Covers all known air crashes from which mail has been recovered and is recorded in collectors' hands. Over 2,000 pages and 1600 illustrations of cachets, labels, post office memos, and crash markings, many in full color. Pricing has been brought up to date, to reflect the current market. Available on a flash drive. Order from: Ken Sanford, 613 Championship Dr., Oxford, CT – USA 06478-3128.
Make checks payable to American Air Mail Society, or PayPal to kaerophil@gmail.com and add $1.60.

Price: to USA - US$32.00 To all other countries – US$34.00 (postage included)

RECEIPT – Paid _____ Date _____ Paid to _____

Ordered by - Name: _____ Prefer PDF ☐ or Word ☐

Address _____

_____

City _____ State _____ Zip _____

Email: _____

Paid by Check ☐ Cash ☐ PayPal ☐

A HISTORY OF ST. CATHARINES AIRPORT

GENE LABIUK is researching the history of St Catharines airport.

There are four listings of Flight Covers from St. Catharines in AMCN:

2949 - September 13th – 15th 1929:
St. Catharines Airport Opening.

3129ab - Sptember 4th 1931:
St. Catharines was a stop for the Trans Canada Air Pageant.

3237 - August 6th 1932 — Special flight from St. Catharines – Montreal for the benefit of delegates to the Imperial Conference at Ottawa who were attending the opening of the Welland Canal at St. Catharines.

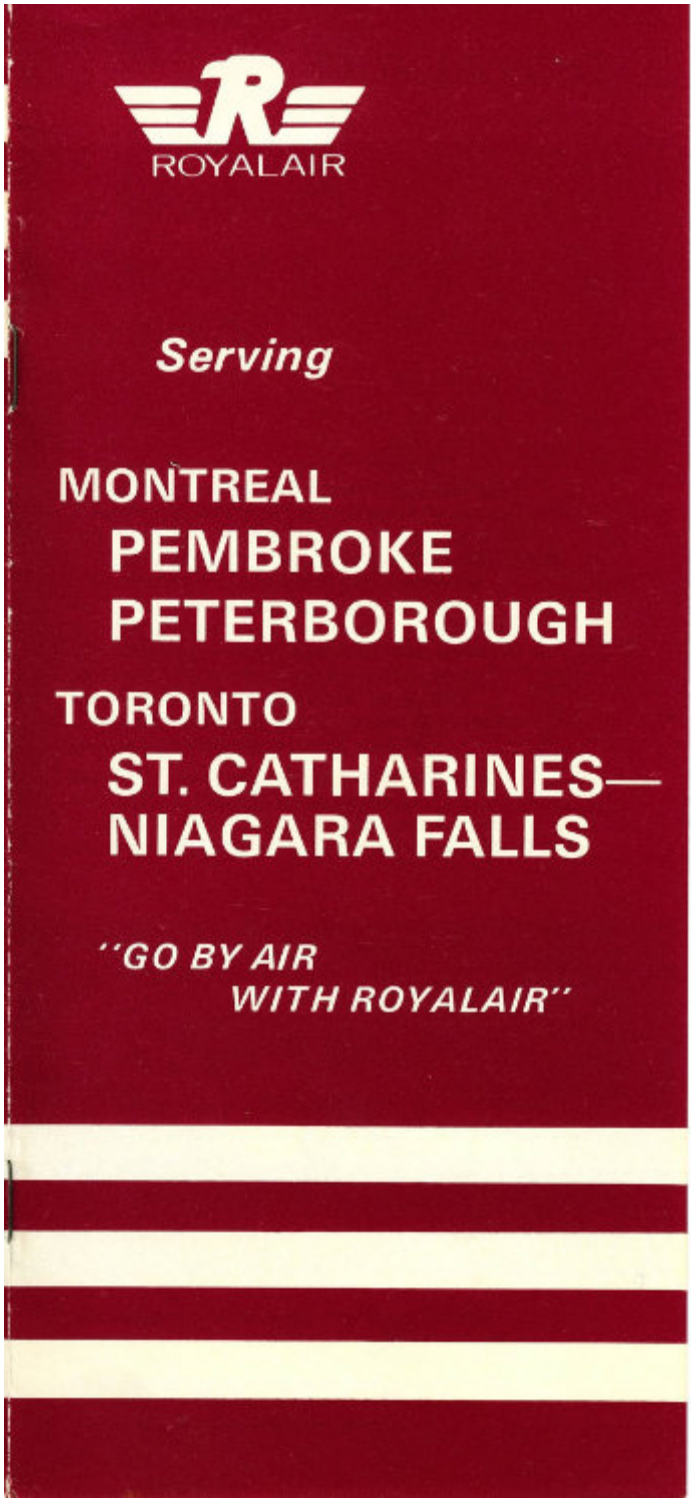
7218 - June 4th 1972 - Canadian Aviation Historical Society Convention at St. Catharines.

Gene has also discovered this brochure describing a ROYALAIR service from Montreal to Pembroke, Peterborough, Toronto and St. Catharines. – According to T.M. *McGrath's History of Canadian Airports*, the service operated from August 1968 to November 1969, but: "Although its service began to build up, the airline had problems with equipment and personnel changes and eventually went bankrupt." However, according to the website https://airlinehistory.co.uk ROYALAIR merged with QUEBECAIR.

Can anybody provide:

- *an image of covers 3129ab and/or 7218?*
- *more information about what happened to ROYALAIR, or a cover carried on it?*

any additional information about St. Catharines Airport?



IF YOU CAN HELP PLEASE CONTACT GENE AT tagscanada@gmail.com

ROYALAIR

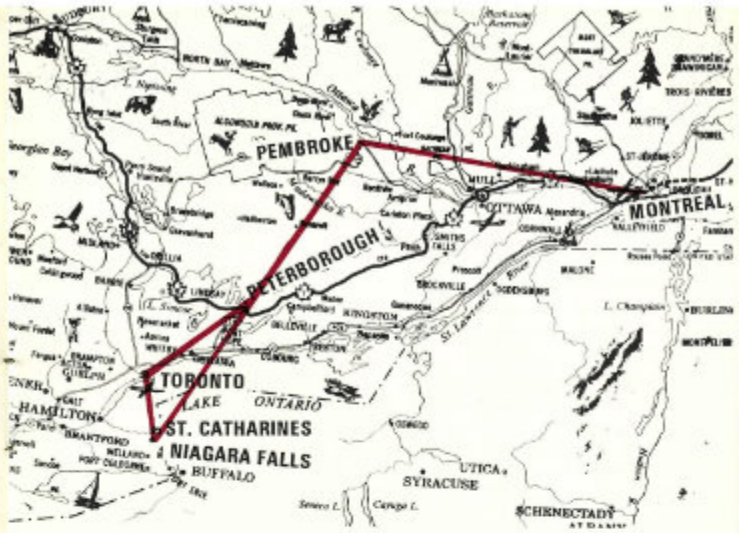
Canada's Newest Airline

Royalair's service, linking Pembroke, Peterborough and the St. Catharines/Niagara District to Toronto and Montreal, is a product of the jet age. The major airlines are moving to giant 400-passenger jets, so that, even if landing facilities in the smaller communities were suitable, the stops themselves would be unprofitable. There is a clear need for smaller airlines, operating high performance aircraft, to serve those communities which would otherwise be deprived of the benefits of modern air travel. Hence Royalair—Canada's newest government licensed airline.

Royalair is very conscious of its privileged position as an important Canadian airline—and pledges to you, our passengers, the finest service that men and aircraft can provide.



Royalair passengers ride in comfort in dependable four-engine DeHavilland all-weather, radar-equipped aircraft. At the controls are highly experienced airline pilots with millions of air miles to their credit. Every possible measure has been taken for the comfort, convenience and safety of passengers.



ROYALAIR . . . . . serving

PEMBROKE

In the heart of a thriving market area of nearly 50,000 people, Pembroke is only 20 miles from Chalk River, site of Canada's giant nuclear development. Since Pembroke is located adjacent to rich timber stands, the city's economy derives much strength from forest product industries. But it is by no means a forest product city exclusively, for here are located a producer of modern steel office furniture and a manufacturer of electrical appliances as well as many service industries.

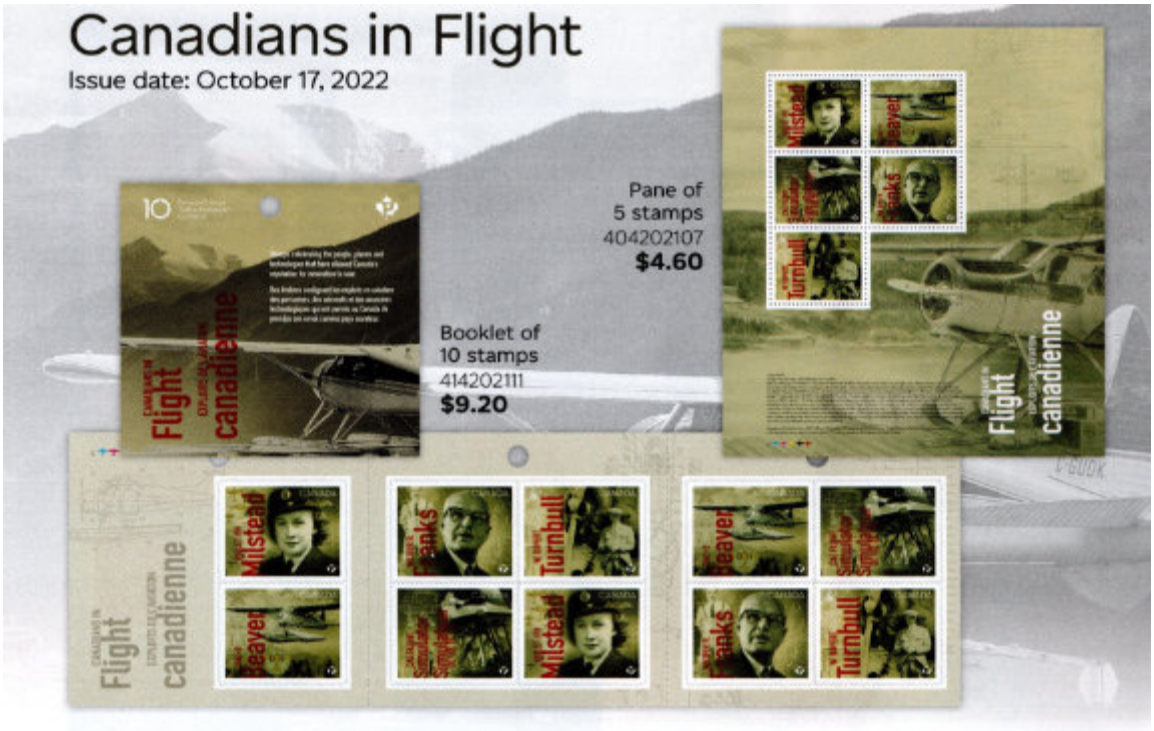
PETERBOROUGH

Located on the Trent Waterways System connecting Lake Ontario and Georgian Bay, Peterborough serves a market area of 110,000 people. Its strategic location has, over the years, attracted a large number of the "big names" in Canadian industry. The ready availability of the lakes and rivers of the Trent System has made Peterborough the hub of a thriving summer resort area. It is the home of the nationally famous Mosport Grand Prix racetrack, and is the site of the world's highest hydraulic lift lock.

ST. CATHARINES/NIAGARA DISTRICT

The beautiful Niagara Peninsula is best remembered for the world famous Niagara Falls. The major cities on the Peninsula are St. Catharines, Welland, Niagara Falls and Port Colborne, only minutes from the American border. St. Catharines is the business centre of one of Canada's famous agricultural areas. It is also an area of diversified industries. Modern plants produce a wide variety of nationally known products from automobile parts to paper. The locking system of the Welland Canal, vital link in the St. Lawrence Seaway System, is another key point of interest to newcomers visiting the St. Catharines/Niagara District.

A NEW SERIES OF CANADIANS IN FLIGHT STAMPS



Ready for take-off on its return trip, the second edition of Canadians in Flight once again celebrates the people, planes and technologies that have allowed Canada's reputation for innovation to soar. Since the early days of flight, Canadians have made global advances in the fields of aviation and aeronautics, with some contributions remaining the foundation for ongoing advancement in these fields.

One of Canada's first female bush pilots, Toronto-born **Violet (Vi) Milstead** (1919-2014) earned her private pilot's licence in 1939, followed by her commercial licence and instructor's rating, and taught at Toronto's Barker Field. During the Second World War, she joined Britain's Air Transport Auxiliary, ferrying military aircraft – everything from single-engined fighters to large multi-engined bombers – between the factories and frontline squadrons. After the war, she married and moved to Sudbury, instructing and flying as a bush pilot.

The **de Havilland Canada DHC-2 Beaver** made its first flight on August 16, 1947, and by the time production ended in 1968, the company had produced 1,692 of the bush planes, delivered to 62 countries. With its short take-off and landing capability, flexibility to be fitted with wheels, floats or skis, and ability to carry up to nine passengers or bulk cargo, the Beaver is considered the best bush plane ever built. The Engineering Centennial Board named it one of Canada's top ten engineering achievements of the 20th century.

Pilots around the world can thank Canadian **flight-simulator technology** for their highly specialized training. Former Royal Canadian Air Force officer Kenneth Patrick (1915-2002) brought the technology to Canada through CAE Inc. (then Canadian Aviation Electronics Ltd.) – the company he founded in 1947. CAE built its first flight simulator in the early 1950s and by the early 1980s had developed a flight simulator so realistic that it was no longer necessary for all flight training to be completed on an actual aircraft.

Born in Saint John, New Brunswick, pioneering aeronautical engineer **Wallace Rupert Turnbull** (1870-1954) built Canada's first wind tunnel in 1902 and spent the next decade researching aircraft stability and airfoils and experimenting with lift devices, internal combustion engines, turbines and hydroplanes. His most notable achievement, the variable pitch propeller, allowed pilots to adjust the

6 DETAILS 10 | SEPTEMBER-OCTOBER 2022

Visit your local **post office.**

The new CANADIANS IN FLIGHT stamps were generally well received, but also sparked some controversy. - Tim Cole, a director of the Canadian Owners and Pilots Association, has pointed out that the BEAVER stamp is supposed to honour Canadian aviation, but shows an Alaska, USA registered plane!

pitch, or angle, of the propeller blades in flight, improving the efficiency of the propeller and the aircraft. His influence can still be seen on modern propeller-driven aircraft.

Born in Weston, Ontario, **Dr. Wilbur Rounding Franks** (1901-86) was conducting cancer research at the University of Toronto in 1939 when he joined Dr. Frederick Banting's aviation medicine research team to study the life-threatening risks of high-speed aerial manoeuvres due to strong gravitational (G) forces. Franks developed – and personally tested – a rubber flying suit lined with water-filled pockets that created enough hydrostatic pressure to counter the G-forces. During the Second World War, it became the world's first anti-gravity suit used in combat.





First day of issue special envelope
414203131
$1.92



First day of issue special envelope
414204131
$1.92



First day of issue special envelope
414205131
$1.92



First day of issue special envelope
414206131
$1.92



First day of issue special envelope
414207131
$1.92



First day of issue special envelopes (set of 5)
414202131
$9.60
Only 7,000 available

Specifications

Product	Denomination	Size	Quantity	Printing process
Pane of 5 stamps	5 x Permanent™ (domestic rate)	160 mm x 180 mm	50,000	Lithography in 7 colours
Booklet of 10 stamps	5 x Permanent™ (domestic rate)	40 mm x 32 mm	170,000	Lithography in 7 colours
Official First Day Covers				**Cancellation site:**
– Violet Milstead	Permanent™ (domestic rate)	190 mm x 112 mm	1,500	Colborne ON
– DHC-2 Beaver	Permanent™ (domestic rate)	190 mm x 112 mm	1,500	Downsview ON
– Flight simulator	Permanent™ (domestic rate)	190 mm x 112 mm	1,500	Saint John NB
– Wallace Turnbull	Permanent™ (domestic rate)	190 mm x 112 mm	1,500	Saint John NB
– Wilbur Franks	Permanent™ (domestic rate)	190 mm x 112 mm	1,500	Weston ON

Design: Ivan Novotny, Taylor|Sprules Corporation **Stamps: Milstead** – Canada's Aviation Hall of Fame; used with permission of Marilyn Dickson; background – plane silhouettes (adapted), Canada Aviation and Space Museum (CASM) Archives; Air Transport Auxiliary (ATA) pilot badge, Canadian War Museum (CWM), 19870032-006; flight log, Marilyn Dickson. **DHC-2 Beaver** – R. Kellenaers-Photography; background – schematics (adapted) and logo (recreated), Longview Aviation Capital. **Flight simulator** – CAE Inc.; background – schematic, CAE Inc. **Turnbull** – CASM Archives, CAVM 2342; background – patent drawing (adapted), Ingenium, 1967.1152; Camp Borden control tower, Royal Canadian Air Force. **Franks** – Jack Marshall Photography | University of Toronto Archives; background – CASM Archives, CAVM-07167. **Printing:** Colour Innovations

Included in Stamps of Canada October-December 2022 collector pack: die-cut stamps from booklet, pane of 5.

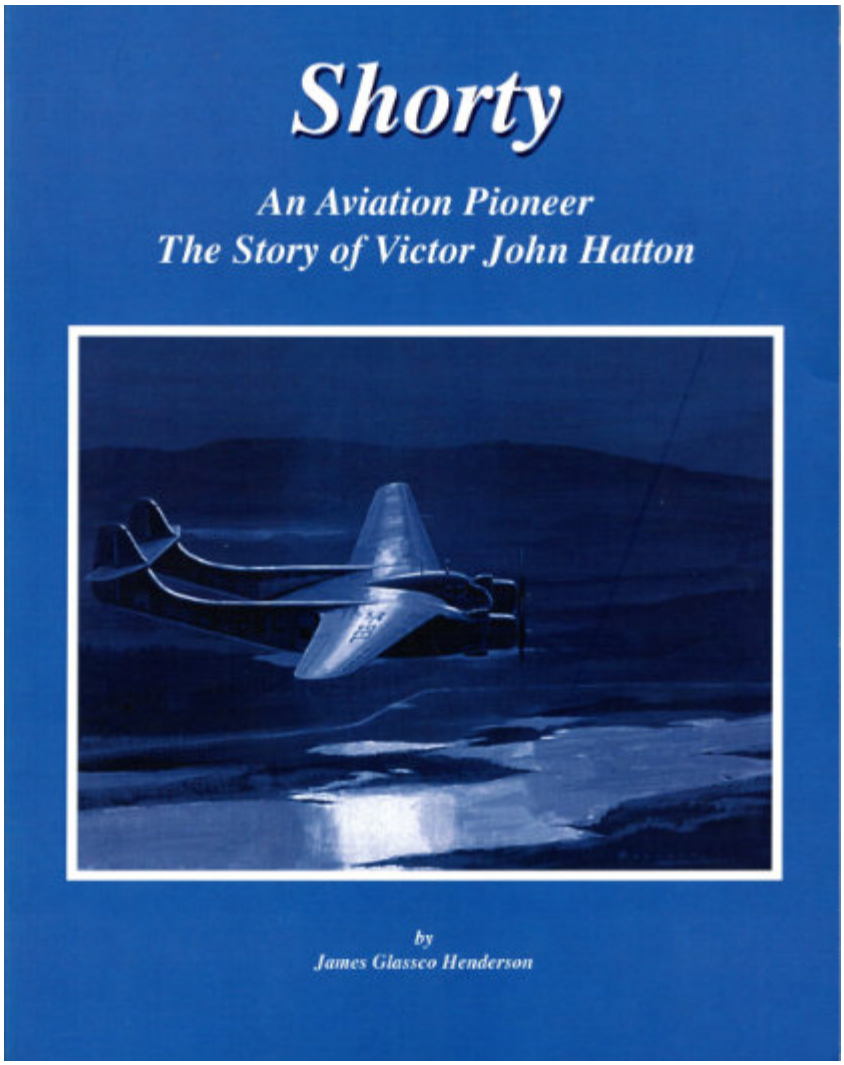
See what's new in-store **for you.**

DETAILS 10 | SEPTEMBER-OCTOBER 2022 7

Although the stamps were issued in booklets of 10 self-adhesive stamps, and panes of 5 stamps with water activated gum, postal outlets only received the panes on special order. Panes issues from IN FLIGHT have different perforations than the booklets, and the number of stamps printed are considerably smaller than the booklets. The number of booklets for the second In Flight issue (the first one was released in March 2019) is also considerably lower than the first issue. (2019 = 400,000 booklets, 2022 = 170,000 booklets).

Many thanks to Peter Lepold for this extra information.

BOOK RECOMMENDATION



Shorty - An Aviation Pioneer: The Story of Victor John Hatton
by James Glassco Henderson.

Shorty Hatton is recorded in the "Air Mail Pilots and Signatures" section of AMCN2 as having made the First Flights from:

- Kingston to Toronto, June 4th 1929 (AMCN 2933a)
- Toronto to Detroit, July 15th 1929 (AMCN 2945)
- Rimouski to Harrington Harbour, December 17th-30th 1936 (AMCN 3619)

This very interesting and highly readable book gives a lot of information about these and other airmail flights made by Shorty Hatton.

It also describes Shorty Hatton's domestic life and arrangements, when his work often depended on short term contracts, and he had to move frequently. The life of an air mail pilot "on the ground" is rarely described, and I found this aspect of the book particularly interesting.

The book also includes Shorty Hatton's life before he became a pilot, when he was a soldier in the trenches during World War 1, and the end of his career when he worked on the Avro Arrow in Toronto.

The book is 156 pages, 7" x 9", softcover and available from Trafford publishing for $16.95. For more information see:
https://www.trafford.com/en/bookstore/bookdetails/185102-Shorty-An-Aviation-Pioneer

This is one of a number of books that Dick McIntosh has donated from his library to the CAS library. Many thanks Dick for this generous and very helpful donation.

INFORMATION WANTED

Newfoundland C9 with Horseshoe Specimen perfin





I have a query regarding the Horseshoe SPECIMEN perfin found on Nfld airmail issues of 1931.

Is it only found on the first, unwatermarked issue? or is it known on the second issue as well? Per the attached scans I have a watermarked copy perf 14.1 x 14.1 with the Specimen punch. It matches perfectly the Perkins Bacon P5 pattern shown in the Marcus Samuel book "Specimen Stamps of the Crown Colonies 1857-1948". Is this a legitimate copy or is it a forgery? Can anyone help clarify this query? For the record this was in my stock book and was not part of the main collection so I probably acquired it somewhere in the last 10 years or so.

Barry Senior

If you can help, please contact Barry at barry.senior@nf.sympatico.ca

---

Autogiros in Canada



During the 1930's
Pitcairn autogiro CF-ARO was operated in Canada by the Macdonald Tobacco Co.
Did it ever carry covers? Has there ever been a Canadian autogiro flight or a commemorative autogiro cover produced in Canada?

NEXT ISSUE DEADLINE

THE CANADIAN AEROPHILATELIST is produced quarterly in March, June, September and December. - If you have anything you'd like to be included in the next issue, please send it to the editor at hargreavescp@sympatico.ca or to
Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4
by February 1st.

A QUESTION ANSWERED:

CANADIAN WWII CENSOR NUMBERS

I was recently asked about the location of Canadian censors during World War II. The following information is taken from *The Postal History of World War II Mail Between Canada and Switzerland* by Charles J. LaBlonde and John Tyacke, published by the American Helvetia Philatelic Society in 2008.

340	Vancouver	
341	St. John or Moncton?	

list below to the authors.

Canada followed UK practice in that once a number was allocated, it remained with that censor until the end of the war, sometimes staying with a moved censor at a new location, or until the censor left censorship. However, towards the end of the war, and with many labels available from censors who had left the service, new censors could be allocated old numbers, but careful records were made of this.

Numbers	Location	Notes
1 – 99	Ottawa	
100 – 134	Halifax	100 has never been seen but was probably issued to the senior censor in charge at Halifax.
135 – 147	Moncton	
137 (late in the war)	Ottawa	
148 – 150	Quebec City	
151 – 199	Vancouver	200 maybe in Vancouver or Ottawa?
201 – 250	Ottawa	219 – 233 were issued to the UK women POW censors seconded to Canada.
251 – 300	Vancouver	273 – 296 were issued to the British Imperial censors seconded to Canada.
301 – 328	St. John, NB?	See Note Below
326 – 338	Vancouver	Information from Archives. To help with post Pearl Harbor returned mail. Not reported yet.
339		No Information

342A – 360A	Quebec City	Issued to various postal employees during Quebec Conference in August 1943 for a few days. (Archives)
343 – 345	Quebec City	
351 – 448	Ottawa	
451 – 452	Moncton	
452 (late) – 494	Ottawa	
496 – 497	Moncton	
498 – 500	St. John, NB	
500 (late) – 560	Ottawa	
561 – 562	Moncton	
561 (late) – 643	Ottawa	
649	Quebec City	
649 (late) – 843	Ottawa	

Notes on the table

-Censor numbers 326 – 360A appear to have been mostly kept in reserve by Ottawa for use during special short-term situations. However, some were issued for regular use. Examples include 326 – 328 to St John NB, 340 to Vancouver, 341 to St John or Moncton, 343 – 345 to Quebec City and 351 – 360 to Ottawa.

-Some censor numbers are not included above as it is not known if or where they were issued, for example 339, 449 – 450 and 495.

-The Archives tell us that censor labels up to 850 were prepared but the highest we have seen is 843. Examples which may help to fill in some of these gaps are welcomed.

John Tyacke was a philatelic specialist in censorship, particularly during World War II, and participated in the CAS "Day of Aerophilately" in Toronto for many years. He was also a director of the Vincent Graves Greene Philatelic Foundation from 1998, and Vice President from 2008-2013. John passed away on July21st 2022.

For information about the American Helvetia Philatelic Society see http://swiss-stamps.org/

MEMBERSHIP APPLICATION / RENEWAL FORM

The CANADIAN AEROPHILATELIC SOCIETY has about 150 members, and membership is open to all. The CAS aims to provide a forum for the exchange of information among Canadians who are interested in any aspect of world-wide aerophilately, and for collectors from around the world who are interested in Canadian aerophilately. - This is mainly achieved through our journal The Canadian Aerophilatelist which is published quarterly.

The CAS runs the website www.aerophilately.ca which provides extensive information about Canadian air mail

We also provide a question-and-answer service for mystery air mail stamps and covers; a library that can be searched for information on particular topics; and representation of Canadian aerophilatelists at national and international levels.

Membership rates based on current exchange rates

The membership dues for members who receive The Canadian Aerophilatelist by EMAIL are:

1 year - $15.00 Canadian or US$12.00 or 10 GB pounds or 11 Euros - anywhere in the world
2 years - $25.00 Canadian or US$20 or 16 GB pounds or 17 Euros, anywhere in the world

The dues for members who prefer a PAPER COPY of The Canadian Aerophilatelist mailed to them are:

1 year - $25.00 CDN in Canada, $30.00 CDN in U.S.A. (or $24.00 US),
$35.00 CDN for members Overseas, (or $28.00 US, or 24 Euros, or 22 Pounds Sterling)

2 years - $45.00 CDN in Canada, $55.00 CDN in U.S.A. (or $44.00 US)
$65.00 CDN for members Overseas, (or $52.00 US, or 44 Euros, or 40 Pounds Sterling)

Members receiving a paper journal may also receive an emailed journal at no extra charge.

Dues can be paid by e-Transfer, Paypal, Cheque in Canadian or U.S. $ or Sterling, payable to The Canadian Aerophilatellic Society via bjnepean@trytel.com

If you would like to join, please send the following information with your dues to:
Brian Wolfenden, Secretary-Treasurer CAS, 203A Woodfield Drive, Nepean, Ontario K2G 4P2

Name: _____
Address: _____
_____
Telephone: _____ Date of birth: _____
Period and Type of membership: _____
E-mail: _____
(For Secretary's use: Date joined: _____ Amount of dues paid: _____)

MEMBERSHIP RENEWAL

The following members are now due for renewal before publication of the next newsletter. - Please send your renewal to Brian Wolfenden as soon as possible, in order that the next newsletter is sent to you without delay. PLEASE NOTE that new MEMBERSHIP CARDS are only sent to renewing members on request.

Regular members:

#508 Hedley Auld,
#135 Beatrice Bachmann,
#468 Douglas Becker,
#516 Bernard Cantin,
#488 Ron Caughlin,
#514 Denis Doren,
#509 Peter Evenson,
#238 Cheryl Ganz,
#507 Cheryl Grantham,
#308 Don Lussky,
#487 Ken Snelson,
#360 Stephen C. Robbins,
#235 Dominique Tallet,
#510 Frank Wheeler

The dues for Advertising Members are $25 Canadian per year, in addition to their regular membership fee. - Advertising Members are guaranteed an advertisement in each issue, but the size of the advert is at the editor's discretion, and depends on the space available. (Very large advertisements can be placed by special arrangement, for an additional charge.) If anybody would like to become an advertising member, please contact the editor.

Advertising members:

#464 Hugo Deshaye

To all members listed who have already renewed their membership, thank you for doing so.